

September 22, 2014
1605 Local

Adric George (Witness) Phone [REDACTED]

During a phone interview with Mr. Adric George, Mr. George stated that the accident of N4017C happened at KAXQ airport on September 20, 2014 at approximately 1400 local. Mr. George stated that he saw the winds on the KAXQ AWOS prior to departure to give the pilot a report and they were 230 @ 6 knots.

Mr. George stated that he was sitting outside in front of the FBO. Mr. George stated that the aircraft got off the ground on runway 24, made a hard left turn 360 degrees around and climbed to around 100 feet. At this time, Mr. George stated that the aircraft acted like a "Lawn dart" and went nose first into the ground. Mr. George stated that the engine was "full throttle" the whole time.

September 22, 2014
1610 Local

Bruce Nevel (Witness – off airport) Phone – [REDACTED]

During a phone interview with Mr. Bruce Nevel, Mr. Nevel stated that on September 20, 2014 he heard an aircraft accelerating and then a dull thud and metal crunching. Mr. Nevel stated that he heard the engine at full throttle until impact.

September 22, 2014
1030 Local

Don Kimball (KAXQ Airport Manager)(Witness) Phone – [REDACTED]

During a face to face interview with Mr. Kimball, Mr. Kimball stated that the accident of N4017C happened on September 20, 2014 at 1357 local at KAXQ. Mr. Kimball stated that there was not much going on at the airport so he decided to sit outside of the FBO and watch the aircraft depart. Mr. Kimball stated that N4017C did some high speed taxis on runway 24, got off on taxiway "B" and came back to the hangar where Earl McGuire (Pilot) spoke with the owner. Mr. Kimball stated that after this, the aircraft taxied back to runway 24, the winds were 230 @ 5-6 kts (observed from the AWOS). At this point, Mr. Kimball stated that N4017C took off with full power, the aircraft, once in the air, turned 90 degrees, at about 15 feet off the ground the aircraft went nose high, left wing went down and the aircraft banked left. Mr. Kimball stated that the aircraft made a large left bank did a 360 turn to cross back over the runway at around 75 feet and then came back down and the nose hit the dirt in between the runway and taxiway. Mr. Kimball stated that this had to be pilot induced.

September 22, 2014
1100 Local

Doug Crowley (Witness) Phone – [REDACTED]

During a phone interview with Mr. Doug Crowley, Mr. Crowley stated that the accident involving N4017C happened at KAXQ airport at approximately 1400 on September 20, 2014. Mr. Crowley stated that the winds at the time were calm, down the runway at approximately five knots and the clouds were approximately 4-5000 feet. Mr. Crowley stated that the pilot, Mr. Earl McGuire, was very experienced.

Mr. Crowley stated that Mr. McGuire was planning to fly the aircraft back to Jersey Shore, PA. Mr. Crowley stated that Mr. McGuire taxied N4017C on the runway at high speed for 10-15 minutes. Mr. Crowley stated that after this, Mr. McGuire returned to the hangar, talked to the owner for about an hour on how to fly the aircraft, returned to runway 24, took off, climbed left, continued 360 degrees, the bank got steeper and the aircraft nosed in to the ground. Mr. Crowley stated that the aircraft never lost power.

September 22, 2014
0930 Local

Jeff Weaver (New owner of N4017C)(Witness) Phone – [REDACTED]

During a phone interview with Mr. Jeff Weaver, he told me that he was a present witness to the accident on September 22, 2014 at 1357 local, involving Earl McGuire and Mr. Weaver's newly purchased aircraft, N4017C. Mr. Weaver stated that the accident happened at approximately 1400 local. Mr. Weaver stated that the winds at the time were parallel to the runway at approximately eight knots. Mr. Weaver stated that Earl McGuire was the pilot flying N4017C at the time of the accident. Mr. Weaver told me that Mr. McGuire told him that he had a lot of experience flying. Mr. Weaver stated that Mr. McGuire told him that he was an instructor, flew tailwheels a lot and flew DC-3 aircraft.

Mr. Weaver stated that he recently purchased N4017C and flew into KAXQ to pick the aircraft up. Mr. Weaver told me that Mr. McGuire stated that he would fly the aircraft back to Jersey Shore, PA airport because Mr. Weaver was not a certified pilot yet. Mr. Weaver stated that he told Mr. McGuire that he could take the wings off and trailer it back but Mr. McGuire told him that he could fly it back. Mr. Weaver stated that Mr. McGuire taxied the aircraft first and did "Crow-hops" down the runway. During the taxi period, Mr. Weaver stated that Mr. McGuire could not keep the nose down. After the brief taxi period, Mr. Weaver stated that Mr. McGuire returned to the hangar and Mr. Weaver told him again that he could trailer the aircraft back home. Mr. Weaver stated that Mr. McGuire told him that he could fly it home. Mr. Weaver stated that the previous owner briefed Mr. McGuire on the aircraft before departure. Mr. Weaver then stated that Mr. McGuire taxied to runway 24 for departure. At this point, Mr. Weaver told me that Mr. McGuire took off in N4017C, the aircraft started to turn left, it kept climbing, at approximately 100 feet above the ground, the aircraft banked 90-100 degrees left, did a full 360 turn and spiraled nose down into the grass between the runway and the taxiway.

September 22, 2014
1230 Local

Jerry Lee Barger ([REDACTED]) (Old owner of N4017C) (Witness) Phone – [REDACTED]

During a face to face interview with Mr. Jerry Barger, Mr. Barger stated that the accident of N4017C happened on September 20, 2014 at approximately 1400 and Mr. Earl McGuire was the pilot. Mr. Barger stated that Mr. McGuire was in a hurry to get the aircraft back home. Mr. Barger stated that he told Mr. McGuire that this aircraft flies different than a Cessna, that it is water cooled. Mr. Barger stated that Mr. McGuire taxied the aircraft down the runway and then came back to the hangar. Mr. Barger stated that Mr. McGuire told him that during taxi, there was a red light on the EIS indicating "water temp". Mr. Barger stated that he told Mr. McGuire to open the louvers and that Mr. McGuire did so. Mr. Barger told me that then, Mr. McGuire taxied out to runway 24, applied power, the aircraft lifted off, started turning left, stayed in a left turn, continued to climb, power stayed on, aircraft looked to be in a controlled 360 turn, aircraft nosed down and hit the ground nose first.

Mr. Barger stated to me that he told Mr. McGuire that it was too windy to fly and that he would not have flown in that much wind. I asked Mr. Barger how much wind was too much and he stated "4-5 knots".

Mr. Barger stated that Earl McGuire had never flown a Challeger II and told Mr. McGuire that they can trailer the aircraft home but Earl stated "No, I can fly it."

Mr. Barger stated that he flew the aircraft on September 16 or 17 2014 prior to this accident and it flew great.

Mr. Barger stated that he's convinced this was a C.G. issue and that the manual (as he could recall) stated that if the nose does not stay down after shutdown, the aircraft is out of C.G. Mr. Barger stated that during taxi, and shutdown, Mr. McGuire could not keep the nose on the ground. Mr. Barger state that he himself weighs 210lbs and that Mr. McGuire only weight maybe 150, so there must not have been enough weight up front. Mr. Bartger stated that the aircraft had full fuel (10 Gallons).